

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 9:06 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 334 Const Calendar Day: 507 Date: 24-Oct-2013 Thursday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 05:00 pm Break: 01:00 Over Time:

Federal ID:

Location:

Reviewer: Shedd, Bill

Approved Date: 20-Nov-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition not recorded

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Weekly safety meeting 0800-0830. Track progress of FWS mechanical piping installation. Review overnight field work for FWS (this diary is for the FWS night shift from 2100 on 10-23-2013 to 0430 on 10-24-2013). Misc MEP paperwork and write diaries.

**04-0120F4 Bid Item: 126 0-000-000.126 COMPRESS AIR (4 NPS)**

F.W. SPENCER AND SON, INC

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Welder	JNM	RICHARD KIIKVEE	5.00	0.00	0.00	5.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	5.00	0.00	0.00	5.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	5.00	0.00	0.00	5.00		<input type="checkbox"/>

**Diary:**

Dispute

**Mechanical Pipe Testing 126 0-000-000.126**

FWS had finished pressure testing of the carbon steel lines along the north barrier of the WB bridge on the night of 10-22-2013. Tom Colombo informed the Department that they performed the chlorination of these lines the night of 10-23-2013 via email, with warnings not to disturb the lines to allow for a full 24 hours of decontamination.



Mahmoud Khandaghabadi performed the overnight inspection.

The West Bond Lane Closure is set at 9:00 PM on 10-23-2013 and is picked up at the 2:30 AM on 10-24-2013.

The FWS crew set up to chlorinate the 2 1/2" Domestic Water Line along the north barrier of the WB bridge from PP 8 to PP 128. David Detert of (Bennett Marine Utility) used 4 liters of chloride per 100 Gallons of water which was pumped into the 2 1/2" line. The line was drained at the outlet valves and checked for above 50 PPM chloride, then shut, locked and tagged the shut off valves at PP 8 and PP 128 with finish date/unlock at 10/25/13 2:00 AM.

The FWS crew attached warning signs with red letters on all the outlet valves (in English and Spanish):  
"POISON  
DO NOT DRINK OR USE IN ANY WAY, WATER SYSTEM BEING STERILIZED WITH CHLORINE"



## Daily Diary Report by Bid Item

**Job Name:** 04-0120F4    **Inspector Name:** Feather, Bernard    **Diary #:** 334    **Date:** 24-Oct-2013    **Thursday**

F.W. Spencer Crew:  
 Thomas Colombo Superintendent  
 Narciso Biagi Journeyman Plumber  
 Bill Retiakoff Safety Person  
 Joshua Johnson  
 Richard Kilwee

**Equipment:**

Buffalo tank  
 Three Trucks (two F150 and one Ford Ranger)  
 Port A Potty  
 Hertz Rental Magnum Light

**04-0120F4      Bid Item: 128      0-000-000.128      DEHUMIDIFIER SYSTEM**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**Dehumidification System      128      0-000-000.128**

☐

I was informed that METS did a punchlist inspection in the east anchorage splay chambers and noted it was humid inside the chamber. They took a reading and measured a relative humidity of between 60% and 65%.

I was in discussion with Ari at Moffett Nicols with regard to the east anchorage dehumidification units' louvers. With regard to the reactivation air discharge duct, it requires a louver directing the discharge away from the intake ducts. Eventually, the bird screens installed yesterday will have to be replaced with correctly sized louvers.

With regard to the intake ducts, he said that if air balancing measurements show that flow is not restricted with the existing louvers, they can remain in place, fit for purpose.

Bill O'Sullivan was informed of this via email. He was also informed that the reactivation air intake and makeup air louvers may need to be removed to paint the inside of the OBG penetrations. Apparently, the edges of the doubler plate penetrations were painted, but the edges of the OBG penetrations were not. As such, the OBG bottom plates are rusting at those locations. Given that at these locations, moist bay air is being pumped through the penetrations, and warm, moist air removed from the dehumidified zones are being discharged through the penetrations, it creates the perfect conditions for corrosion.

**CCO-354      Bid Item: 001      0-FWS-ELS.354      CIC - Mechanical Impacts - F.W. Spencer**

F.W. SPENCER AND SON, INC

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Welder	JNM	RICHARD KILKVEE	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Plumber/Pipefitter	JNM	NARCISO BIAGI	3.00	0.00	0.00	3.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	3.00	0.00	0.00	3.00		<input type="checkbox"/>

**Diary:**

Dispute

**Mechanical Change of Character 001      0-FWS-ELS.354**

☐

The FWS crew, including Josh Johnson, spent approximately 3 hours to mobilize to the #5 lane of the WB bridge and demobilize back to Pier 7 at the end of the shift. For working at night, the pipe fitter's union agreement gives the crew 8 hours of pay for 7 hours of work, and a 12% hourly shift differential for working

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at night which will be paid under CCO 354 for this shift's work.

Bill Beliakoff provided safety coordination for approximately 8 hours which will be paid under CCO 354.

In addition to the equipment used in performance of the work, the crew used a towed port-a-potty and a light tower which will be paid via monthly invoice under CCO 354. The three crew trucks used will also be compensated under CCO 354.